

# WASHINGTON, ONE OF NORTH CAROLINA'S RIVER CITIES.

Its Beautiful and Rich  
Location.

AND ITS WEALTH OF UNTOUCHED  
RESOURCES.

THE WINTER HOME OF THE INVALID.

The Sportsman's Paradise.

The Great and Easy Possi-  
bilities for Investments.

An Interesting Sketch of a Section—in  
which Delightful Homes May  
Be Secured.

(Staff Cor. STATE CHRONICLE.)

WASHINGTON, N. C., May 16.—If there is a more beautiful sight in North Carolina than a view of the banks along the Tar and Pamlico rivers I have never seen it. An ideal pleasure trip—and one that never fades from the memory—is to take the steamer at Tarboro in the early morning while the birds are singing their matin hymns, and to sit upon the deck of the neat and comfortable steamer that plies its way on this far-famed stream, and to witness the ever-changing panorama of beautiful trees, lovely flowers, birds with bright plumage; watch the fishermen as they cast in their nets and draw up succulent shad; turn the eye from the river, in a break of the foliage, to see the farmer driving his team a-field and preparing for the harvest that is coming; or to watch the busy stir and bustle when the steamer stops at a river-side landing to take on or put off freight. From the sweep in the narrow river at Tarboro to the broad expanse of beautiful water at Washington, the scene is one that would inspire a poet and charm an artist.

The completion of the railroads to Greenville and other points in this fertile section of the State will decrease the traffic in both freight and passengers on the Tar & Pamlico, but will the hurry and noise and haste of the train bring as much pleasure to the passenger of leisure as a trip on the boat down this lovely river.

Farwell to the days when steamboats carried all the people and all the freight.

Farwell to the time when men and women were willing to spend a day in delightful pleasure watching the contented fisherman pull up his line or draw in his net.

Farwell to the time when the sentimentally-inclined (and who is not, at one time or another?) could sit upon the boat's side and be regaled by the fresh morning air and the perfume of the wild flowers along the banks of the river.

Farwell to the time when to go more than sixty miles a day was regarded as too great a tax upon the system, and when men and women travelled by easy stages.

Farwell to dear, delightful, slow-going old Washington! A thousand precious memories cluster around thee, and make life sweeter because of them! But the whistle of the engine has been heard, and quiet enjoyment is always at an end with the coming of railroads.

Welcome new Washington with its Push, with its Pluck, with its Enterprise! The glory of the past achievements gird up the young men of this generation to make the old town more rich and prosperous than when it was the second town in importance in the State. Railroad facilities of other towns deprived Washington of its special advantages, and it has not made great progress in the past few years. But a new era has dawned. A new spirit infuses the people. What it lost by railroads it will gain by constructing railroads, so that it can furnish the State with molasses and all West India products as in days of yore. Its men are noble, wide awake, earnest, and industrious, and its future prosperity is near and dear to their hearts.

A survey of a new railroad from Washington to Greenville was ordered last week, and has already been made as far as Pactolus, and already twenty-two miles of railroad has been built in Beaufort county.

Freight transportation here is the cheapest in the world, and there is no reason why manufacturing of all kind should not be carried on here successfully. I believe it is only a question of a few years when this town will boast large and flourishing manufacturing for making everything that heart pine and cypress are good for. Though there are twenty-five mammoth saw mills in the county, there are tremendous tracts of land covered with all kinds of timber, and there is room for many more mills. But what there is special room for here is manufacturing establishments to turn this timber into boxes for tobacco, for shipping crates, and a thousand other purposes. The field is open—labor is cheap and plentiful—the people here will give hearty co-operation to all who come here to make money and help develop the untold resources of this section.

A great deal is heard of the wonderful mineral resources of the State. Let these not be undervalued, and let them be developed. But let us not forget the as yet almost untouched great resources of Eastern

and the Pamlico river has always been noted for the superior quality of the shad and herring caught and also the number. Thousands of boxes of the fish of all kinds are shipped on ice to Northern markets. Shad and herring are caught from January to June, and the remainder of the year the market is supplied with all kinds of salt water fish. No oysters in the world either in size or flavor surpass those of Far Creek, Nelson Bay and Broad Creek. The advantages here for making a fortune by developing the fish and oyster business cannot be overestimated.

Carolina. There is more wealth in the waters of North Carolina than has ever been dreamed of. The fishing and oyster industry is alone capable of giving support to every man, woman and child in the State. The waters of Eastern North Carolina are rich, and it but needs that more capital be invested in the business of catching and shipping the succulent fish and oysters in which these waters abound.

Washington is situated just forty miles from Pamlico Sound, and eighty miles from Ocracoke and Hatteras inlets. Already a railroad will take the oysters, fish and other products of the sea and factories to Jamestown and on to Norfolk and Raleigh. Soon a railroad from Greenville to Washington will give quick transportation from Washington to the central and western part of the State. It is also said that the Norfolk & Southern road, which is now at Mackey's Ferry, twenty-five miles distant from Washington, will be built to this place. This will put Washington on an artery from North to South.

Go d railroad facilities and more capital have been Washington's only needs. No town suffered more by the ravages of war. Twice was the torch set to its handsome buildings, and twice was the best portion of the town destroyed. And there was no insurance in those days. The recuperation has been truly wonderful, and is indicative of the spirit of these determined men who compose the population of this place.

A Sketch of Ye Olden Time.

This is one of the oldest of the towns in North Carolina. It was a settlement as early as 1706. A building was torn down some years ago which had inscribed on it 1706, the date of its erection. Another building was torn down at the close of the late war, known as the Mulberry Tavern, which was known to be the first building erected there. It was partly of brick. Washington, however, was not incorporated until the close of the Revolutionary war. Shortly after peace with Great Britain it became a place of considerable commercial importance, and carried on a trade with Europe, the West India islands, and also coast-wise. Rev. Jonathan Havens, a native of Washington, writes of these times:

Washington was without a place for worship for many years after its incorporation; occasionally an itinerant Baptist clergyman would preach either in the open air or in some private house, and the spiritual wants of the people would occasionally be supplied by the Rev. Nathaniel Blount, an Episcopal clergyman, an excellent and an earnest preacher. His circuit was extended over several counties, and his labors were great. The leading element in the population of the town of Washington at the time of its incorporation, were descendants of the cavalier stock of England; consequently their religious predilections were in favor of Episcopacy; this element was in the ascendancy until there was an influx of Northern people. Early in the present century, I think about the year 1806, the mighty tide of Methodism swept over Eastern Carolina; its good effects were felt all over the land. The early apostles of that faith in North Carolina were a grand set of men. By their holy lives, their intense earnestness, their deep sympathy with the masses of the people, they earned their love and confidence. Among the early adherents was Ralph Potts, grandfather of the Hon. Ralph P. Buxton, a Scotchman, and bred, I have heard, a Presbyterian. He was a rigid disciplinarian in his family, and led a godly life; his hand was always open to assist the poor and the needy. He built a church on his own lot and gave the free use of it to all shades of religious belief; but it was always known as the Methodist church.

The town increased in population and the Baptists built a church, the free use of which was also tendered to all. As a denomination they never made much progress in enlarging their communion. In 1823 of 1824 the leading citizens of the town erected a church. The Presbyterians and Episcopalians were the strongest denominations.

For the sake of peace, all of the subscribers, who entertained different views, agreed that the buildings should be made an Episcopal church, upon condition that those who favored Episcopacy, should subscribe as much to the erection of a Presbyterian church, as the Presbyterians had subscribed to the erection of an Episcopal church. These conditions were readily agreed to. The building became an Episcopal church; and the first regular priest, was Rev. Joseph Pennon, who died in Washington City in 1828. He was a good preacher and much beloved by the whole people.

Names of those who founded the First Presbyterian church were, Abner Burbank, Joseph Potts, William Roberdson Swift, Thomas Trotter, Samuel R. Fowle, Nathan J. Oliver, Richard H. Martin and Jonathan Havens. All of these gentlemen were Northern men with the exception of Joseph Potts and Thomas Trotter, who were Scotchmen, and Richard H. Martin, who was a native of New Brunswick. There were other gentlemen who were subscribers to the erection of the church, but these I have mentioned, were the leaders in the matter as I have been informed upon good authority. Joseph Potts and Samuel R. Fowle were ordained elders, and continued in office, until the day of their deaths, about fifty years afterwards. Mr. Joseph Potts was one of the grandest Christian characters I ever saw, patient, humble and of open-handed charity. Mr. Fowle, after a long life as an humble servant of God, passed to his rest, and his mantle of office fell upon the shoulders of his son, James Luther Fowle. In the absence of a clergyman Mr. Potts would often conduct the religious services. He was no ordinary man. The Bible was his great book, he had read and pondered every chapter in it; and by its holy precepts he regulated his daily walk and conversation. It was a treat to his Sunday school scholars, and I was one of them, to hear him explain some of the historical chapters of the Bible in his plain, lucid, and earnest manner, and in his quaint lowland Scotch accent. In his lectures or rather

sermons—for they were sermons in the highest sense of the word, as he taught his hearers the whole duty of man—I have heard him comment upon a chapter in a style so impressive as to move his audience to tears. He possessed a happy, joyous temperament, had a keen sense of the ludicrous and was very witty. His wit was refined and harmless. Mr. Fowle was of a different temperament; he was silent and thoughtful; occasionally he was sparkling in conversation. He was a hard worker in the cause of religion, was generous in his support of the church, and also in alms-giving. He was a good speaker, and when warmed up with his subject, was often eloquent. He was one of "the sweet singers of Israel."

An Interesting Incident.

The Washington Gazette, of recent date says: To those who are curious to go back and look into the history of town and county in the early and Colonial days, we refer them to any good history of North Carolina. There they will find that even as far back as this, Beaufort county names have been prominently identified with public affairs. It will be no doubt remembered, that Beaufort county can boast the oldest town and church in the State. Bath and the Episcopal church in that town, the church being built of brick and tiles brought from the mother country. It will also be remembered that here it was [Bath] that the renowned pirate and free booter, Teach, or Black Beard, had his headquarters, and that it was at Ocracoke within fifty yards of the present summer resort, that he was captured by Lieut. Maynard, of the United States Navy, and tradition which always surrounds these characters with a halo of romance, mystery and superstition, has it, that after being decapitated he swam three times around his vessel breathing curses against his captor.

The place of attack is still called Teach's Hole. It is also said in the same way that Teach and the representative of kingly authority at Bath had an understanding about the matter and that for immunity from arrest and molestation he paid heavy tribute in portions of his goods, and that upon a return from one of his voyages laden with rich spoils captured from many a vessel whose crews were made to "walk the plank," he would amuse himself by scattering coin around to be scrambled and fought for by the bystanders.

The Trucking Interest.

With the opening of quicker transportation, the trucking interest of Washington is bound to be one of its chief sources of revenue. Already under good schedules, it has assumed respectable proportions and is growing rapidly. It will presently boom up on a more important factor than its great lumber interest of to-day. Potatoes can be shipped from here as early as June 1st, and it is just twenty-four hours to New York and other Northern markets. The climate here gives truckers a great advantage in time over the truckers of the interior.

Grape Growing.

Akin to the trucking interest is that of grape growing and wine making. This is the home of the Scuppernon and the Misk, and here they grow to perfection attained nowhere else. The Misk grape obtained its name from Mr. Henry Misk, a Beaufort county farmer, and its excellence has made his name famous. With grapes growing so luxuriantly here, there is no reason why the wine made from the grapes should not command a wide sale, and why the vineyards should not cover acres. They will in the near future.

Water Power.

Steam is so cheap now that the value of water power is becoming very questionable. Seven miles from Washington flows Trout Creek which can give inexhaustible water power. Invitation is extended to any who contemplate going to manufactory to come to Washington, and inducements in this and other ways will be offered.

Washington's Business.

The business of the town is large and growing. It is chiefly confined to buying cotton, rice and naval stores. Quite a traffic is kept up with the West Indies. S. R. Fowle & Son have several vessels that trade there, taking out naval stores, lumber, shingles and staves, and bring back molasses, salt, &c. The duties paid the custom house and merchandise brought from the West Indies amounts to a large revenue.

Its Newspapers.

The best index to a town is its newspapers. They tell its business and literary progress. Washington has two papers. The Washington Gazette is the oldest. It has a large circulation throughout Eastern North Carolina, and is a live, independent, progressive newspaper. Its editor, Mr. H. A. Latham, is well known throughout the State. He is a young man of talent and his services to the Democratic party have already been recognized by the Democratic party. He was elected Reading Clerk of the last House of Representatives. He is industrious, and a graduate of the State University. The industrial edition of the Gazette, issued last fall, was one of the handsomest trade editions I have seen, and it did much for Washington.

The Progress is the name of Mr. W. K. Jacobson's live paper. It is new and is growing into usefulness. Its circulation is increasing. It never misses an opportunity of doing all it can for the progress of Washington and Beaufort county.

The Bar of Washington.

Washington has always had a strong bar. Let us call the roll of the great men who have been members of the bar here in times past: Jno. S. Hawks, Matthew Shaw, Richard Donnell, Edward J. Warren, Fenner B. Satterthwaite, Wm. B. Rodman, Sr., R. W. Sparrow, D. M. Carter, Col. R. W. Wharton, Edwin G. Reade, Daniel G. Fowle, Jas. E. Shepherd, Geo. H. Brown—these are some of the men who have made Washington famous in legal circles. The bar to day is strong and commands a large practice in all the surrounding counties. Ex-Senator S. C. Warren, ex-Representative E. S. Simmons, Mayor John H. Small, ex-County Solicitor John H. Sparrow, J. B. Rodman, Jr., W. B. Morton, Jr., Edmund Alexander, and S. T. Beck with make up the galaxy of able lawyers who have received the mantle of the able men who preceded them.

Educational and Religious.

The education and religious influences in Washington have always been of the best. Its churches of all denominations, are handsome and neat structures—evidencing the estimate these good people place upon the house of God, and the value of religion.

Its public graded school, of which Prof. F. A. Fetter is the Principal, is open to all the youth of the place and the instruction is in all respects such as develops good citizens and true and educated wives and mothers.

Social and Pleasure Organizations.

Washington has been especially famous for three things from the time when the "memory of man runneth not to the contrary." These are its hospitality, its society and its beautiful women. These are still chief characteristics of the town and from these characteristics have grown various organizations of pleasure and profit.

Among them are the Dramatic club, which ever keeps the little city in an interested state by its efficient and delightful stage productions.

The Halcyon club promotes projects and schemes for making the evenings delightful for everybody.

The Washington yacht club is a pride of the town. It consists of fourteen sail, with Dr. Gallagher, eighty-two years old, as commodore, and the races and excursions given by the club afford great recreation and thrilling excitement.

The Washington string band is one of the great pleasure-promoting organizations, as is also the Washington cornet band, which is one of the best in the State.

Population.

The population of Washington is about 4,000, and a more robust, healthy looking people may not be met with anywhere. The mortality statistics of the town, as well as the physical appearance of the people, bear out the statement. An examination of the town clerk's records shows the following rate of death for the year just passed: Number of deaths of adults, 16; white children two years old and under 13; colored children two years old and under 32. Washington is one of the most desirable places as a winter resort that may be found in all of salubrious North Carolina, and with the excellent fishing and hunting advantages and quick railroad facilities, it will not be many years before its visitors from the North will come here in large numbers. Nobody ever visited this delightful town without being charmed by its people, its beauty, and its healthfulness.

Stock Raising.

There is no better place, and no place offers better facilities for stock raising and breeding than Beaufort county; and the advantages are equally as good for the raising of cattle, sheep, swine, &c. One of the great desiderata is that the vegetation is green and growing all the year round. The climate is always mild and there is nothing to prevent the free range of stock in any part of the year. Stock may forage in the woods or fields with a certainty of being copiously supplied with pure fresh water, and abundance of field food. The grounds are low and springs gush forth everywhere, creating a never failing supply, even in the driest weather, and the dense foliage of oak, beech, and other unbragable trees will protect the stock from the noonday sun.

Wild Game.

The section around Washington is the sportsman's paradise. It is reported by sportsmen who have been everywhere, that in a circle with Washington as a center, and a radius of ten miles, no place on the American continent can afford equal facilities for sporting with rod and dog and gun. Hook and line fishing in the rivers and creeks and sounds can't be surpassed. Anything from a pin fish to a shark can be caught, and trout, blue fish, hog fish, and the like, abound in innumerable quantities. For the gun, there are wild cat, deer, bears, wild turkey, ducks, wild geese, quail, snipe and other American game birds in the greatest quantity. For the chase there are the fox, mink, coon, opossum, otter, squirrel and mink, and all these animals are plentiful. There is no long, weary hunt without striking a trail. But game is started invariably soon after the hunters start, and they are not broken down before the chase begins. The hunting is good both winter and summer.

Soil, Forests and Products.

Washington is located in one of real fertile and rich spots of the great sunny southland. The innate fertility of the soil in the low lands especially, the admirable adaptability of the soils in every locality to various kinds of grain, grasses, and trucking products of every variety, the proverbial healthfulness of the section, altogether combine to make it a most desirable location for persons desiring a delightful home.

The soils consist of almost every variety, light sandy predominating on the more elevated portions, stiff and clayey on the lower, and mixed soils in others sometimes underlaid with clay, making them valuable to improve. No soils can be found anywhere that will show the manure put upon them better than these. Besides corn, cotton, rice, peas, tobacco, potatoes, oats, wheat, and other grains, groundpeas, strawberries, watermelons, grapes of every variety, and fruits of every kind are grown to perfection. One of the strongest arguments in favor of any section is a large acreage of woodland. In some sections of the county almost land stretches in every direction—some places set over with cypress, some with juniper, others with the various kinds of oak, ash, gum, poplar, beech, and pine, the vegetable matter of which decaying for centuries has made the soil as creamy and inexhaustible as natural agencies can produce.

Lumber and Shingles and Railroads.

The dense forest of cypress and other timbers permit and induce an immense shingle and lumber business. This business in turn has induced the building of railroads. One of the best illustrations is given by the Gazette as follows:

Within four years the John L. Roper Lumber Co. has come upon the scene as a prominent and energetic actor. The eye of Mr. Jno. L. Roper, the head of the company, took in the situation at a glance. He brought large capital and invested it. He saw what was needed. He planned a great work and he went at it manfully. Scores of skilled workmen were employed, hundreds of laborers, colored and white, were put at work at fair cash wages, extensive mills were erected, a town, of residences, stores, mills and hotels, built up as if by magic, prospering from the start and increasing continually in size and importance. Then, a channel dredged out into the sound from the mouth of Kendrick's Creek, at a very considerable cost, wharves built at Mackey's Ferry, and a handsome steamer put on between Edenton and that place for the accommodation of freights and travel. Then a 30

mile bread-gauge railroad connected by steamer Lucy with the N. S. R. R. at Edenton planned from Mackey's Ferry to and beyond Pantego to Pungo River, the road chartered by the legislature, hundreds of hands put at work constructing it, the best of steel rails laid on it, first-class locomotives, and other rolling stock put on, and the work pushed on with energy from the start, in the face of countless difficulties and discouragements, not the least of which were a way to how down and drain through 12 continuous miles of heavy forest and swamp, the estimated cost of all of which, to the completion will reach well towards a half million dollars, which is being paid out in cash as the work progresses.

So was planned and so has been pushed and moved on the Albemarle & Pantego Railroad until a point has been reached within a few miles of Pantego, 22 miles from the starting point at Mackey's Ferry, fully finished and in operation throughout that 22 miles, with only about eight more miles to run, generally through high and dry farm land, before reaching the southern terminus at Pungo river.

Dry Kiln Extinguished.

The great lumber business in and adjacent to Washington necessitates the establishment and keeping of many immense dry kilns. These institutions are easily subject to fire, and now and then a kiln is destroyed with many thousand feet of lumber. These conditions set some men to thinking, and now there is a Washington invention known as a Dry Kiln Extinguisher, for the purpose of protecting kilns. It is said to be wonderfully efficient, and that its use will assure the greater safety of kilns and greatly lessen the rate of insurance in this business. The company controlling this patent is composed entirely of residents of Washington.

The Climate.

The climate of Washington and vicinity is just the same as those sections which are considered the most salubrious in the world. It corresponds to that of northern and middle Italy, and southern and middle France. The official record of the temperature for the various seasons is as follows: Spring 59; summer 75.3; autumn 55; winter 56.8. These figures are taken from the United States Signal Service books.

Taxes.

The town tax is 50c, on the \$100 of property. The State, county and town tax amounts to \$1.30 on the \$100.

The Industrial Association.

The Industrial Association is composed of thirty-five of the good, substantial citizens of Washington, and is an important organization of the town, looking after the common good of the community, and working with a will to develop the resources of Washington and surrounding country. This is an evidence of the progressive spirit of the town, for only progressive and wide-awake municipalities have such organizations.

Ship Building.

Ships have been built in Washington for many years. The business is now one of the industries of the town, but it could be greatly increased and to the great advantage of those who might promote it. The present business consists of two good marine railways in charge of parties who have had a life-time experience—Messrs. Joseph A. Farrow and John Myers' Son. Many fine vessels have been built upon these ways, and the Messrs. John Myers' Son are almost constantly building barges and other craft for the northern cities. Steamboats, vessels, and all sorts and kinds of ship building is carried on and vessels very frequently come here from the largest towns and cities to be repaired, the work done here being better and cheaper than it could be done elsewhere.

The woods and forests around the town abound in all the finest kind of timber used in ship building, and the masts and spars are of a superior quality. This industry is not so large now as it was before the war, when ships built in Washington and manned by Washington men were found in every port in the world. It is still a valued industry, but here, as in old England, the ship building business has declined under the operations of Protection, and from the foremost of the United States has come to be one of the hindmost carriers on the seas. This policy has brought loss to all the people, but particularly to those of Washington and like towns.

Notes of Interest.

The association of ex-Confederates of Beaufort county was organized in 1883. Mr. W. A. Blount is president, C. K. Gallagher vice-president, C. O. Thomas secretary, and William Shaw treasurer. The peace and protection of a town is sometimes largely dependent on its military. In this particular Washington is exceedingly fortunate in having such a company as the Washington Light Infantry. It was organized in 1887 and now has about sixty members. During the existence of the company it has gone with every encampment of the State Guard, and has always taken a high stand for the department of the men and for good drilling. It has aided in quelling two riots—one at Plymouth several years ago, and the other in Washington in 1883.

The town is guarded against the fire flood by four excellent fire companies: The Ocean Fire company, The Independent Hook and Ladder, The Volunteer, and the Salamander, the last of which is a colored company. The department has about two hundred members, and the fact that no very destructive fire has visited the town in a long time is an evidence of its watchfulness and efficiency.

University Alumni Association.

[Washington Progress.]

The old University members met in the Town Hall Saturday and organized a Branch Alumni. There were present, W. B. Rodman, Jr., J. B. Grimes, Alston Grimes, H. A. Latham, Ed. Alexander, S. M. Blount, J. B. Bryan, John Blount, E. S. Simmons, W. Z. Morton, Jr., John Rodman, Prof. F. A. Fetter and Dr. T. P. Bonner. The following officers were elected: W. B. Rodman, Jr., Pres.; H. A. Latham, Sec. and Treas.; J. B. Grimes, 1st Vice-Pres.; Dr. T. P. Bonner, 2nd Vice-Pres.; Ed. Alexander, 3rd Vice-Pres.; W. Z. Morton, Jr., Historian. Ex-Committee: S. M. Blount, J. B. Grimes, J. B. Bryan and E. S. Simmons. Delegates to Annual Alumni at Chapel Hill: H. A. Latham, Alston Grimes, J. B. Grimes, J. B. Bryan and Dr. T. P. Bonner. The time for holding the annual meeting and dinner was set for next Memorial Day.

BEHIND THE BARS,  
(Special Cor. STATE CHRONICLE.)  
"That He might hear the mourning  
of such as are in Captivity."  
Within a damp cold cell a captain  
kept  
Lone vigils thro' the long and weary  
nights  
Nor closed his eyes as slow the hours  
crept  
But watched with longing for the com-  
ing light.  
"Forgive" he prayed my wandering  
faith, my fears,  
Hopeless, despairing now I languish  
here  
If thou rememberest me thro' all these  
years  
Oh! God vouchsafe an answer to my  
prayer!  
In mercy send some message, Lord, to  
me  
To bid my fainting spirit hope once  
more  
Here have I languished till I seem to  
be  
Like useless wreck the waves have  
dashed ashore.  
To-morrow breaks the hallowed Easter  
morn  
And with it gleams the light from Cal-  
vary!  
Oh! Savior! let it be the blessed daw-  
ning  
Of hope from the despair that crushes  
me!  
The light of day into the dark cell  
creeping  
Reveals the hollow cheek and wasted  
form.  
As worn and weary now the watcher  
sleeping  
Unconscious is the longed-for day has  
come.  
Till thro' the bars as morning's strug-  
gling light  
The brighter grows within the dreary  
cell,  
A tiny wanderer darts in sudden flight,  
And high and clear his sweet notes  
upward swell.  
"Ah! comest thou to this prison me to  
wake  
To wretchedness with thy sweet min-  
istry?  
Art come, alas! my heavy heart to  
break—  
Or can it be that thou wast sent to  
me?"  
Trembling with joy, with hands to heav-  
en extended,  
And rain of hot tears dimming fast  
his sight,  
The Captain kneels as now the sweet  
strain ended,  
The unconscious herald wings again  
his flight—  
"Father, forgive my doubts and my re-  
pinning,  
Tho' dark the way, so faithless was my  
dear,  
Bright now the path with Easter radi-  
ance shining  
From Thy blest cross on me, oh! Lord,  
c'en here!  
With contrite heart, my hopes and my  
desires  
I lay as sacrifice at Thy dear feet;  
Burn out the dross deep in Thy furnace  
fires  
And make that sacrifice an offering  
meet.  
From a glad world are Easter anthems  
pealing,  
And hurrying feet press on to worship  
Thee,  
On hallowed ground I worship, humbly  
kneeling,  
For sentest Thou not a message HERE  
to me?"  
ANNA ALEXANDER CAMERON.  
Hillsboro, N. C.

REDUCED RATES

To Places and Meetings of Pleasure  
and Profit.

COMMENCEMENT SALEM FEMALE ACADEMY.—The Richmond & Danville R. R. Co. will sell parties attending the commencement of Salem Female Academy round-trip tickets to Winston-Salem, N. C., May 29th to June 3rd inclusive, good returning until and including June 5th, '90, at following rates from points named:  
From Charlotte, \$5.30; Salisbury \$8.75; Greensboro, \$1.50; Durham, \$3.95; Raleigh, \$4.85; Selma, \$5.75; Goldsboro, \$6.25; Oxford, \$5.15; Henderson, \$5.45. Rates from intermediate points in same proportion.

GRAND LODGE KNIGHTS OF PYTHIAS, DURHAM, N. C.—The Richmond & Danville R. R. will sell parties attending Grand Lodge Knights of Pythias, Durham, N. C., round trip tickets to that point June 16th to 18th inclusive good returning until and including June 22d, 1890, at following rates from points named:  
From Charlotte \$6.75; Greensboro \$2.95; Salisbury \$5.20; Winston-Salem \$4.30; Oxford \$1.90; Henderson \$2.45; Raleigh \$1.65; Selma \$2.95; Goldsboro \$3.85. Rates from intermediate points in same proportion.

CHAPEL HILL COMMENCEMENT.—The Richmond & Danville R. R. Co. will sell round-trip tickets to Chapel Hill, N. C., and return for parties attending the Annual Commencement Exercises, University of North Carolina June 2nd, 3rd, 4th, 5th, good returning until and including June 7th, 1890, at following rates from points named:  
From Charlotte, \$6.00; Salisbury, \$4.85; Greensboro, \$2.90; Henderson, \$3.15; Oxford, \$2.70; Raleigh, \$2.25; Selma, \$3.55; Goldsboro, \$4.35; Winston-Salem, \$3.95. Rates from intermediate points in same proportion. From stations Greensboro to Raleigh inclusive, tickets will also be sold June 6th and morning of the 7th with same limit as above.

NORTH CAROLINA STATE MEDICAL CONVENTION, OXFORD, N. C.—The Richmond & Danville railroad company will sell parties attending the North Carolina Medical Convention at Oxford, N. C., round-trip tickets to that point and return May 24th to May 27th inclusive, good return until and including June 31, at following rates from points named:  
From Charlotte, \$7.70; Salisbury, \$6.45; Greensboro, \$4.55; Durham, \$1.90; Henderson, 70 cents; Raleigh, \$3.15; Goldsboro, \$5.40; Winston-Salem, \$5.75. Rates from intermediate points in same proportion.

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